

**PRICE \$2½ PER MONTH.**

SWATOW, AMOY, AND I  
Steamship

**THE Steamship**  
 "DOUGLAS".  
 Captain Pitman, will ho despatch  
 above Ports to-MORROW,  
 at Noon, instead of as previously  
 For Freight or Passage, apply to  
 DOUGLAS, LEPH,  
 Hongkong, 19th June, 1877.

**FOR BANGKOK.**  
**"DALE."**  
**THE Steamship**  
 T. Thompson, Commander, will  
 for the above Port on SUNDAY,  
 at Daylight.  
 For Freight or Passage, apply to  
 YUEN PA  
 & Co.

ture, or  
or other  
recommended

Spain,  
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MAILED,

Cc., or

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respect-  
ANT on

Hongkong, 19th June, 1877.

PENINSULAR AND ORIENTAL  
NAVIGATION COMPY

NOTICE

MESSRS. DEACON & Co.  
TO RESERVE APPLICATION  
AND TO SIGN THROUGH BILLS  
of Cargo from Canton to Europe, to  
to this Company's Steamers ADAM L.

Sup

Hongkong, 18th June 1877.



TREASURY BILL

[illegible]

the steamer "Maleco," bound for  
 his embarkation here was already  
 leaving Yokohama, he second-  
 ly in time to spend this life. The  
 tness of Captain Edwards, the  
 corps, however, was put in a  
 conveyed to this Port, so that  
 heared in his native city, and  
 of the Captain's benevolence,  
 by given.

THE PASSENGER  
 H the steamer  
 Hongkong, 10th June, 1877.

THE CHINESE INSURANCE  
 CO. LTD.  
 N. O. T. I. C. E.  
 THE TRANSFER ROOM  
 PART will be CLOSED  
 instant, both days, and  
 By Order of the Board of DIRECTORS  
 OLIPHANT

Head Office.	
Hongkong, 11th June, 1877.	
<b>NOTICES TO CONS</b>	
NOTICE TO CONS	
F. & O. S. N. COMPANY'S	
CATHAY.	
<b>C</b>	<b>ONSIGNEES</b> of Cargo by
the vessel from London, Bo	
mediterranean Ports, and in com	
Steamer <i>Kaioia</i> , from Cal	
notified that their Goods are	
stowed at their risk in the	
White Point, whence deliv	
from this date.	
Goods not delivered by the	
be subject to rent.	
ADAM	

Hongkong, 16th June, 1877.  
**FROM LONDON, PER  
 SINGAPORE.**  
**T**he Steamship *Manila* has  
 signatures of Cargo are being  
 their Goods are being landed  
 the Undermanned and stored  
 whence of from the Wharf  
 may be obtained.  
 Optional Cargo will be se  
 unless notice to the contr  
 4 P.M. TO-DAY  
 Cargo remaining undeliv  
 instant will be subject to re  
 No Fire Insurance has bee  
 Bills of Lading will be  
 SINGAPORE.  
 Hongkong, 14th June, 1877.  
**NOTICE TO CON**  
**THE BRITISH BARK**

LONDON  
 Consignees of Cargo  
 Vessel are requested to  
 of Lading to the Under-  
 signature, and to take im-  
 their Goods.  
 Cargo, including the disch-  
 will be landed and stored at  
 and expense.  
 M  
 Hongkong, 14th June, 1874  
 NOTICE TO CON-  
 THE BRITISH SHIP  
 LONDON  
 CONSIGNEES of Cargo  
 Vessel are requested to  
 of Lading to the Under-  
 signature, and to take im-  
 their Goods.  
 Cargo, including the disch-  
 will be landed and stored at  
 and expense.  
 M

<p>3m777</p> <p><b>OFFICE.</b></p> <p><b>FOR THE</b></p>	<p>Consignments are also inform-</p>	<p>livery can be obtained. They are</p>	<p>also. Awaiting Receipts.</p>
<p>Our Office are</p>	<p>warehoused with</p>	<p>ION for the</p>	<p>will be landed and stored</p>
<p>in order that</p>	<p>be reserved for</p>	<p>Return not</p>	<p>and expense.</p>
<p>next will be</p>	<p>or alterations</p>	<p>COMPAGNIE DES M</p>	<p>March 1887</p>
<p>ION &amp; Co.</p>	<p>is.</p>	<p>NOTICE TO CON</p>	<p>March 1887</p>
<p>3m875</p>	<p>is.</p>	<p>CONSULTATIONS of the</p>	<p>March 1887</p>
<p>LONDON.</p>	<p>is.</p>	<p>to be returned to send in the</p>	<p>March 1887</p>
<p>Consignments of</p>	<p>is.</p>	<p>to the immediate delivery. T</p>	<p>March 1887</p>
<p>in their Bill.</p>	<p>is.</p>	<p>landed and stored at their r</p>	<p>March 1887</p>
<p>Consignments of</p>	<p>is.</p>	<p>No Fire Insurance taken</p>	<p>March 1887</p>
<p>in their Bill.</p>	<p>is.</p>	<p>H.</p>	<p>March 1887</p>

for Seamen.	Ex Hoog
Delivery of their	R. 50 bags Coffee, from Bat
	JCM. in diamond, 18 bags
of the Vessel	Galle.
ness's risk and	AR. 45 kegs Provisions, from
AIK & Co.,	AR. 2 bales Cotton, from
	AR. 1 bag Coffee, from G
	D. 1 cask Wine, from M
[778	Hongkong, 16th June, 18



## NOW READY FOR SALE.

## THE CHRONICLE AND DIRECTORY

For 1877.  
(Which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETELY EVERY RESPECT.

It contains—

THE DIRECTORY FOR HONGKONG.

THE DIRECTORY FOR CANTON.

THE DIRECTORY FOR WHAMPOA.

THE DIRECTORY FOR MACAO.

THE DIRECTORY FOR HOIHOW.

THE DIRECTORY FOR SHANTOU.

THE DIRECTORY FOR AMOY.

THE DIRECTORY FOR FORMOSA.

THE DIRECTORY FOR FOCHOW.

THE DIRECTORY FOR NINGPO.

THE DIRECTORY FOR SHANGHAI.

THE DIRECTORY FOR CHINKING.

THE DIRECTORY FOR KIUANG.

THE DIRECTORY FOR HANKOW.

THE DIRECTORY FOR CHEFOO.

THE DIRECTORY FOR TAIKU.

THE DIRECTORY FOR TIENTSIN.

THE DIRECTORY FOR NEWCHANG.

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With brief descriptions of Hongkong and the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

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PLAN OF VICTORIA, HONGKONG.

THE FOREIGN SETTLEMENTS OF SHANGHAI.

CHRONO-LITHOGRAPH. Plate of the NEW CODE OF SIGNALS in use at the

PEAK.

Also of the various HOUSE FLAGS (Designed expressly for the Work).

MAPS OF HONGKONG, JAPAN, &c.

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the country, it would appear to be richer in resources than perhaps any other province of China, and to be suffering simply from the sparsity of population, a want the other portions of the Empire can so well afford to redress. Mr. DAVENPORT points out that the south of the province, which is reported to be the richest, was left uninhabited by the Mission. According to French and Chinese reports, gold, silver, lead, iron, tin, zinc, and copper are all to be met with in the province, while jade-stone and amber are to be found north of Moumein, and many kinds of precious stones, including sapphires, lapis-lazuli, turquoise, agates, &c., in the south. With regard to the copper mines, which are undoubtedly the greatest sources of wealth, most of which have been closed for the past century and a half, Mr. DAVENPORT is of opinion that no information of any value can be obtained on the subject short of a visit to the mines themselves by a competent mineralogist. The Authorities are averse to the opening of these rich stores of treasure, and by their irritating conduct on the question drove the Mahomedans into the recent insurrection, which was repressed in such a barbarous and sanguinary manner.

Apart, however, from the mineral resources of Yunnan, it would seem that by industrious cultivation the province might be made to yield many valuable productions of great value. The land at present under cultivation does not exceed more than one-twentieth of the area of the province, and the system employed, owing to the scarcity of manure and the difficulty of keeping down weeds, is not very successful. The chief crop is, as we mentioned the other day, opium, which is raised on account of the facility with which it can be cultivated, and the remunerative rate of which it sells. Yunnan opium is, Mr. DAVENPORT says, considered superior to that grown in Szechuen, and consequently must be the best produced in China. But though opium is now the most important vegetable product of the province it is not by any means the only one. A far more superior quality is grown in the south, and there is no reason why the quantity should not be largely augmented. Mr. DAVENPORT tested this and pronounced it to be of quite a delicate flavour. Tobacco is also produced in sufficient quantity to meet the consumption of the inhabitants, and is "highly appreciated by the Mission."

At one time, too, a large trade was done with Burmah in yellow silk, which was the product of Yunnan silk, a before the rebellion, says Mr. DAVENPORT, "it was a well-known silk-producing country; the department of Yunnan being famous for its satin, while silk was likewise produced in the departments of Yung-chang, Yuen-kiang, Lin-gan, Shun-ning, Li-kiang, and King-tung." Unfortunately the mulberry trees were destroyed by the Chinese troops during the late civil war, nothing has yet been done to replace them, and it will, therefore, take some years to revive the industry. Mr. DAVENPORT is, however, without hope that it may be resuscitated, in the first place because the Chinese, "although unable to derive any improvement in any branch of industry, or to develop the resources of their own rich country, yet are, in most instances, able to resume an industry which have once carried on."

In reckoning the probable dimensions to which the trade of Yunnan may be brought, Mr. DAVENPORT takes what appears to us a very moderate estimate. He says that Captain Cooke computes the total value of the present trade of the province at about a million sterling. Taking into consideration its mineral resources and natural productions, the Commissioner believes that this trade could soon be raised to three million pounds a year. He does not fail to point out, however, that it would be necessary to cheapen the scale of freight on the Irrawaddy, and take from the natives of Burmah and China their exclusive monopoly of the traffic. As illustrating the opening up of the province to British trade, he calls attention to the fact that the total value of the trade of Newchang, the port of a country lamentably deficient in most of the sources of wealth which abound in Yunnan, was in 1874 a million and a half sterling, or six times that between China and Burmah including both roads. There is every reason to hope, therefore, that the trade through Yunnan may, if properly fostered, prove very satisfactory. Not only will British merchants be practically without European competitors on the route, but they will—unless the native authorities throw intentional obstacles in the path—also be able to develop many industries, and help to restore the departed prosperity of the province. If this should turn out to be the case, then poor MABAGY will not have perished in vain, nor will the long journey of the Yunnan Commissioners have proved wholly fruitless.

We are requested to announce that the Band of the 29th Regiment will play in the Public Gardens on Saturday evening next, commencing at nine o'clock p.m.

The Agents of the Pacific Mail Steamship Company have received a telegram stating that the steamer "City of Tokio" was to leave Yokohama this morning for Hongkong.

As will be observed from the Reporter's telegram elsewhere published, the Russian troops are gathering at the advantage of the Russian army in Asia, where it was believed they would be most likely to meet with success. It is probable, however, that these successes will be of a temporary character only, as the Russian troops in Armenia will not be largely reinforced very shortly.

The band of Her Majesty's 29th Regiment will perform the following programme this evening:

1. "La Graciosa." 2. "The March." 3. "The Band." 4. "The March." 5. "The Band." 6. "The March." 7. "The Band." 8. "The March." 9. "The Band." 10. "The March." 11. "The Band." 12. "The March." 13. "The Band." 14. "The March." 15. "The Band." 16. "The March." 17. "The Band." 18. "The March." 19. "The Band." 20. "The March." 21. "The Band." 22. "The March." 23. "The Band." 24. "The March." 25. "The Band." 26. "The March." 27. "The Band." 28. "The March." 29. "The Band." 30. "The March." 31. "The Band." 32. "The March." 33. "The Band." 34. "The March." 35. "The Band." 36. "The March." 37. "The Band." 38. "The March." 39. "The Band." 40. "The March." 41. "The Band." 42. "The March." 43. "The Band." 44. "The March." 45. "The Band." 46. "The March." 47. "The Band." 48. "The March." 49. "The Band." 50. "The March." 51. "The Band." 52. "The March." 53. "The Band." 54. "The March." 55. "The Band." 56. "The March." 57. "The Band." 58. "The March." 59. "The Band." 60. "The March." 61. 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